

The Arizona Sentinel.

INDEPENDENT IN ALL THINGS.

NEUTRAL IN NOTHING

VOL. VIII.

YUMA, ARIZONA, SATURDAY, JULY 12, 1879.

NO. 14.

The Arizona Sentinel.

Published every Saturday by the
Sentinel Publishing Company.
GEORGE TYNG, - - - Editor
AND GENERAL BUSINESS AGENT.

Subscription:
One year.....\$5 00
Six months.....3 00
Single copies.....12

Advertising:
One inch, each insertion.....\$2 50
Each subsequent insertion.....1 25
Contracts by the year or quarter at reduced rates.

Job Printing:
Legal Blanks, Briefs, Bill-Heads, Letter-Heads, Circulars, Labels, Cards, Programmes, etc., printed in every style with neatness and dispatch.
Currency taken at par.

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Apache Land.

YUMA, A. T., June 22, 1879.

So much has been written at various times respecting the Territory of Arizona that it would be folly almost to attempt going over so well beaten a path. Enough has been given of its tropical heat, its vast plains of sand, its mountain ranges, its curious old ruins, and its dreary, desolate appearance generally, to render unnecessary saying anything more on the subject. The exhaustive articles on, and profuse illustrations of everything interesting appertaining to the "Apache Land" that have been published, give, of course, a very fair idea of the country and its resources as then known, but yet, Arizona must be seen to be fully and properly appreciated. Within a year past great changes have taken place. The pictures heretofore drawn, always dark and gloomy, now begin to assume a brighter appearance, and the time may not be far off when the territory so long and so justly dreaded, will become an attractive place not only for the tourist, but for the actual settler. Now that the rails are laid so far within its border, an excellent opportunity is offered to look at both sides of the picture of Arizona. Some idea can yet be formed of the terrible discomfort endured by those who less than a year since, were compelled to make the journey from Yuma to Prescott or Tucson, packed like sardines in a box, on a "buckboard," or in a mud wagon. Yes, it can be seen from the windows of a comfortable passenger car, and as one looks upon the vast expanse of dreary waste through which the old stage road passed, he fully realizes the change that has taken place, and thanks his lucky stars that his visit was deferred until the present time, when the greater part of the journey can be made with every comfort, and when thirst can be quenched from the tank of ice water, instead of being compelled to resort to the canteen, which always formed part of the outfit of a person destined far within the land of the Apache, the cactus and the rattlesnake. Now is the season to make the visit, bear with the heat, the dust and the discomfort arising therefrom, for all these must be experienced in order that a proper estimate may be formed of the energy, the perseverance and the endurance that have constructed a railroad so far within a desert, which, I venture to assert, is not a whit more inviting in appearance than is the great African desert of Sahara. True it is that all staging has not yet been done away with. The passenger for Prescott, Phoenix and Florence has even now a fair share of it, and fourteen hours are yet necessary to reach Tucson from the end of the track, but the worst has been wiped out, and the old Arizona traveler looks upon the stage route of the present day as a mere nothing in comparison to former times, when distance had not only to be overcome, but when there was every chance of having to submit to "throw up your hands" argument of the road agent, and of hearing the whiz of an Apache bullet, or scarcely less fatal arrow. How rapidly the Southern Pacific Railroad has been constructed since leaving the Colorado river is well known. What was the terminus one day became a way-station in a fortnight afterwards. So it went on until Maricopa 156

miles from Yuma and 931 miles from San Francisco, was reached. And at that point the first important station was established. The old terminal points of Gila City, Adonde, Texas Hill, Stanwix and Gila Bend, have for a time lost their former importance. A water-tank, section-house and side track are for the present all that remain of the canvas towns that once did a flourishing forwarding business. The present dullness of the several points named will, however, be but temporary, or until it is determined what stations are necessary to re-establish in order to meet the future business of the line. The prospects now are very flattering that mining operations in the mountains, both north and south of the road, in the vicinity of Gila City Texas Hill and Stanwix, will be of a very extensive character. Machinery is going in, and when fairly in operation results may be obtained that will lead to the establishment of more than one thriving mining camp, and then such stations will be opened as the company may deem necessary to meet the increasing business of the road. Again, the country along the Gila river valley can be irrigated without much trouble and at comparatively small cost. The railroad from Yuma to Gila Bend follows close to the line of this stream, and when in time it may be considered expedient to reclaim this land, and render fertile that which now bears the appearance of being nothing but a sand heap, stations may be made on the Southern Pacific, and thriving farms may spring up in localities that now appear incapable of producing anything but the mesquite or cactus. Maricopa must, from its locality, remain the distributing and forwarding point for Prescott, Phoenix and all the mining districts and military posts of Northern and Eastern Arizona. The Railroad Company, seeing the importance of this point, has constructed a large and beautiful depot and freight house there, and in a little time more the place will become one of note. Phoenix, by the stage route, is distant twenty-eight miles north from Maricopa, and Prescott, by way of Wickenburg, is distant one hundred and thirty miles north of Phoenix. By what is known as Black Canyon road, the distance between Phoenix and Prescott is about one hundred miles; the route is not, however, as much used as the other, by reason of the road being in such bad condition. Between Phoenix and Prescott, the Tiger, Tiptop, Peck, Vulture and other mines are located. The time by stage from Maricopa to Phoenix is about seven hours, and from Maricopa to Prescott about forty hours. After leaving Maricopa the road turns sharply to the southward and eastward toward Tucson by way of the Picacho pass, and had the weather permitted, would, doubtless, have been completed to that city, distant about ninety miles from Maricopa, by the 1st of July. Unfortunately, however, it became too hot to handle and lay the rails, and a stop had to be made at a point twenty-six miles from Maricopa, which is known as Casa Grande (Large House), deriving its name from a remarkable ruin a few miles north and east of the present station. Work on the road will in all probability be resumed in October, and by the 15th of November,

judging from the speedy work of the past, it will have reached Tucson. At the present time Casa Grande is the forwarding point for Tucson and Florence, and the Pioneer, Globe, Tombstone, Patagonia and other mining districts. Casa Grande may remain the forwarding point for Florence and the Pioneer and Globe mining districts, but the probabilities are that Picacho will be selected, as it is equally as near, and is on much better ground. It may be as well here to speak of the most important settlements of the Territory, and I will commence with the two north of the railroad, viz: Phoenix and Prescott. The first is a busy thriving town of, I should say, about two thousand inhabitants, many of them being Americanized Mexicans. It is situated in the Salt River Valley, and is in the midst of a fine agricultural country. The buildings of which it is composed are principally of adobe, but there are some fine brick stores now in course of construction. It is regularly laid out with wide streets, on either side of which are rows of cottonwood trees that afford ample shade. There are three grist mills in and near Phoenix, and these furnish much of the flour used in the Territory. The approach to Phoenix through groves of trees and fields of grain certainly presents a delightful contrast to the country one passes through before reaching it. Verily it is an oasis in the desert, as every one must acknowledge. Take it altogether it is a prosperous town, one that is destined to be at no distant period, one, if not the most important point in the Territory. Prescott, the capital of the Territory, is nestled among the hills at an altitude of between five and six thousand feet above the level of the sea. It beautifully located in a finely timbered country, and in appearance is a thoroughly American settlement. Its houses are principally frame, but it boasts of a handsome brick Court and School house, and a number of large stores constructed of the same material. Its population I should estimate at from four to six thousand, and it has less of the Mexican element in it than any other place in the Territory. The climate of Prescott is delightful, and it is the more enjoyable after passing through the intense heat of only a hundred miles to the southward. At the present time Prescott is a very dull place. The scarcity of rain for years past has materially interfered with the agricultural interests of the locality, and farmers and merchants have serious fears for the future. The greater portion of the lumber used in the Territory heretofore has been furnished from the vicinity of Prescott. Now, however, its lumbermen fear that by reason of expensive teaming, the towns of southern Arizona will find it more advantageous to purchase their supplies from California. Fort Whipple, at present the Headquarters of the Department of Arizona, is located about three-quarters of a mile from Prescott. Much of the life and prosperity of the latter place is derived from its proximity to this important military post. It would be a sad blow to Prescott should Headquarters be removed to a point nearer the railroad. The towns of Florence and Tucson in appearance are thoroughly

Mexican. Built entirely of adobe and houses being but one story high, they are most unsightly, and the stranger finds nothing about either place to render them attractive. Florence is situated within the belt of timbered (cottonwood) land that is found along the line of the Gila river. Wheat and barley are grown to some extent in its vicinity. The town is very dull at present, but being in the neighborhood of several important mining districts, the probabilities are that it will revive in time. Tucson is, beyond all question, the city of Arizona. It has a population of about eight thousand, two-thirds of which is Mexican. A number of extensive business houses are located in Tucson that do a large and lucrative trade especially with the State of Sonora Mexico. Now that it is settled that the railroad will pass within the city limits, the probabilities are that a new town will spring up in the immediate vicinity of the Company's buildings, one more pleasing than now exists. It will be discovered that a frame building, properly constructed, can be made as cool and as comfortable as one of brick or adobe, and when this is known we may look for something possessing more claims to architectural beauty than can now be found in that locality. Tucson will be the great center of supplies for numerous mining districts of southern Arizona, and it is destined to become a place of great importance, that too in a very short time. There can be no question but that Arizona is exceedingly rich in gold and silver, to say nothing of other metals. The developments of the past prove this, but it is for the future to show the immense value of the mining property of the Territory. In aiding such developments, the great value of the railroad will be demonstrated. The difficulty and danger of penetrating to all points will be in a great measure removed. The great expense of transporting heavy machinery and supplies to and from the mines will be done away with, and those capitalists who have heretofore declined to invest their money in localities so difficult of access, will now reconsider the matter. They will go and see for themselves, and when the prospects are promising, will doubtless place their spare funds from where they are satisfied ample returns will be made. Already the shipment of bullion from the southern mines has commenced, and in a year hence we may look for a large and increasing supply of the precious metals from all the districts in the Territory that are now opened and from others that are destined to be opened within a very short period of time. The mining interests of Arizona are but in their infancy, but with the railroad facilities now existing and to be increased so rapidly, it is but natural to expect that the time cannot be long delayed when the great mineral wealth of the Territory will be fully developed, and I firmly believe that it will prove greater than the most sanguine expect. A very little time more will prove if I am a false prophet or not. The beneficial influence that railroad is destined to have upon the future of Arizona cannot be overestimated. When it is considered how short a time has elapsed since the stage-coach was the only means of transportation

for passengers and mails, and wagons were alone used for freighting, the change to the present condition of affairs is the more wonderful. In the matter of army freight and transportation of troops and mails, a great saving will be made by the Government. But why be so particular in specifying any particular benefit arising? It is sufficient to say that all will be benefited. The Government, the merchant, the farmer, the mechanic and the miner, will all realize the change and will soon discover how much the business prosperity of the Territory is to be enhanced by means of rapid and cheap transportation. Even the teamsters, stage owners and drivers, who, one would naturally suppose, might be injured by the appearance of the railroad, are locating new routes whereby other portions of the Territory will be opened up. Under the new state of affairs, the mechanic finds increased demand for his labor; farms are double in value; mines that were comparatively valueless, because of being so inaccessible, are now made remunerative, and last but not least, the merchant, although his profits in the future may not be as large as in the past, his sales will be so much increased as to more than make up the deficiency. The cost of living will be decreased, for the market must fall in view of the facility with which all descriptions of supplies can be brought within the Territory. The following indicates how great a reduction may be expected in the prices of merchandise by the advent of the railroad. Having no idea that it would make such rapid strides some of the merchants of Tucson found themselves, this spring, overstocked with goods that has cost them heavily by reason of the high rates paid for transportation by wagon. When there was every probability of the road reaching Tucson by the 1st of July they became alarmed; they were fearful that their large stocks would have to be disposed of at a very serious loss, but when it became necessary to stop laying the rails by reason of the excessive heat, their spirits revived, for they saw an opportunity to get rid of what they had on hand at old prices, and thereby effect a saving of many thousands of dollars. Well might they exclaim "gracias a Dios!" when the welcome news to them, was received that the whistle of the locomotive would not be heard in their vicinity until the fall, instead of in the early summer, as they had anticipated. There can be no doubt but that the population of Arizona will rapidly increase, especially at those points near the mining districts. Farming lands, and lands capable of being reclaimed will be rapidly taken up. The timber interests which are large, will be cared for, saw mills will be placed wherever lumber can be produced, and life and activity will be infused into every branch of industry. I shall watch the developments of the next twelve months with no little interest, not that I have any doubts regarding them, but simply from a desire to hear what those persons will say, who, croaker-like, have always shaken their heads and said there was nothing good in Arizona. While I congratulate the people of Arizona at the bright prospects for the future of their Territory, and I hope soon their State, I must at the same time congratulate the railroad Company at the encouraging prospect for business. The construction of so grand a highway was a plan boldly conceived and as boldly carried out. When completed it will be one of the most perfect works of its kind in this or any other country, and one that our people should be proud of. Its success as a railroad is a foregone conclusion, its great value to the country through which it is progressing is incalculable, and these facts must be generally admitted by every one desirous of seeing the wealth of our whole country rapidly and thoroughly developed. QUILL.
(Correspondence of the S. F. Bulletin.)